

Goals for carbon-neutrality and climate
change adaptation along with an action plan
until 2020



City of Reykjavik's Climate Policy

Cities play a key role in the fight against climate change. They can react quickly, hold innumerable means of enacting change and are more often than naught far more progressive than the world's governments. The City of Reykjavik's Environment and Natural Resources Policy, which was published alongside the City of Reykjavik District Plan for 2010-2030, established goals for reducing the emissions of greenhouse gases by 73% before the year 2050. The climate policy put forth here aims at carbon-neutrality by the year 2040, or in just 24 years.

These reviewed goals for reducing greenhouse gas emissions are in sync with what many of the world's most ambitious cities are aiming for, but Reykjavik is in a prime position to follow them through. This is due to two factors: The electricity produced by Reykjavik Energy and the use of geothermal power for central heating are from renewable energy with no greenhouse gas emissions. These are two of the three main challenges that the world's cities have to contend with. The use of fossil fuel for electricity production and central heating is still widespread. Therefore Reykjavik has to focus on the third factor, which is transport.

Our goal is to increase the use of bicycles and buses as primary means of transport and to ensure that people have the chance of commuting to work on foot. Strides have been made but we can do much better. With electric cars becoming more common we must increase the availability of charging stations – preferably at home, in parking garages and on specific locations within the city. These goals are intrinsically linked to urban densification, alongside which the city's inhabitants will be offered a much more efficient public transport system through the use of either light railways or a bus rapid transit system.

When it comes to climate change the small steps matter as well as the big leaps. This policy includes City of Reykjavik's goals to reduce green house gas emissions as a capital city, but also the city's goals as a workplace. The course has been set and a plan of action prepared, so the next step is the execution. I would like to thank all those who took part in this project during its development and encourage everyone to come together as one to put it into action.



Dagur B Eggertsson, Mayor of Reykjavik



Reykjavik aims to become carbon-neutral before the year 2040 and will adjust to climate change in a humane and eco-friendly fashion. The action plan will be reviewed in 2020 and every five years after that in accordance with the Paris Agreement of 2015. The results will be evaluated every two years through a comparison of the situation as it stood in 2015.

Societal Measures Until 2020:

Transport and Energy Use:



- By 2030 the ratio of automobile traffic will have become 58%, public transport will be at 12% and walking and cycling traffic will be at 30% – all in accordance with the goals of the City of Reykjavik District Plan and the city's increase in public transport and cycling initiatives.
- By 2040 emissions from automotive traffic and public transport will be free of greenhouse gases.
- The City of Reykjavik will put in place initiatives for strengthening public transport through the use of light railways or a bus rapid transit system – a so-called Public Transportation Corridor – in conjunction with the other municipalities within the capital region and the Department for Transport.
- In co-operation with Reykjavik Energy support will be put behind energy exchanges in transport and an increased ratio of electricity-powered modes of transport. This will be achieved by, among other things:
 - Make charging stations available in the city's parking garages.
 - Introducing charging stations outside selected municipal buildings for the use of guests and staff.
 - The City of Reykjavik working with Reykjavik Energy to garner ideas for introducing charging stations within the city's districts.
 - Putting forth a plan of action detailing how city buses and the prospective Public Transportation Corridor can be entirely powered by energy sources free from greenhouse gas emissions.
 - Examining the code of conduct regulating the city and its businesses in order to dispel obstacles against electric transport and ease its implementation.
- City of Reykjavik aims to reduce transport needs while putting an emphasis on on line services for individuals, families and businesses. Priority will be given to either bringing the availability of leisure activities and other on line services as close to users' domiciles as possible, or by making sure they are easily accessible within each city district through the use of eco-friendly modes of transport by choosing their location as well as the arrangement of public transport and by creating to a city-wide district plan.
- A plan will be put into action for reducing traffic and shortening distances when it comes to the transport of construction materials. An increase in sea

transport is one possibility. For these purposes an environmental evaluation will be put together on the possibility of further quarrying and extracting of minerals in Geldinganes.

- The aim is to make electrical charging for ships and vessels available at Faxaflóahafnir Associated Icelandic Ports - For this the co-operation of other governments, energy sale companies and other harbours will be sought after.
- Implementing Smart city solutions of buildings and city infrastructures in order to implement energy savings and reduce resource waste, this will be done in co-operation with Félagsbústaðir (Reykjavik Social Hosting) and other stakeholders.

Land Use



- 90% of all new residential units will be inside the current urban area borders to increase the close-proximity of public services and to reduce travel needs.
- A plan will be put into action and incentives found for the reducing of petrol stations. The goal will be that fossilised fuel pumps will be reduced by 50% within city limits by 2030 and will be all but extinct by 2040.
- A survey will be conducted in co-operation with Reykjavik Energy to explore the possibility of introducing a wind turbine farm within city limits.
- Before the end of 2016 the mapping of possible carbon capturing through forestry and reclaimed wetlands will be completed.
- A forestry plan will be developed for Geldinganes and Kjalarnes in order to, among other things, increase wind shielding and work towards a future vision for organising and utilising the area. There, schools, government institutes and city businesses will be designated areas to reforest in order to offset the carbon emission of their operations.

Public Awakening



- Key emphasis will be put upon diminishing emissions and reducing waste by the continued co-operation of City of Reykjavik with businesses and economic life. Participants in the City of Reykjavik and Festa's Declaration for Climate Change should be at least 200 by the year 2020 and should include the majority of economic life within the city.
- A project to reduce food waste will be put into action in relation to The European Week for Waste Reduction in 2016.
- A website will be created to increase general knowledge of how the release of greenhouse gases can be reduced and how homes can be made carbon-neutral.
- In constructing an overall food policy a chaptered plan will be put forth before the end of 2017 to boost local food culture, food production and the growing of edibles.

Matters of Waste



- Waste categories at local recycling centres will multiply during the time span allocated in accordance with the action plan on waste matters.
- Citizens will receive information on domestic compost and be encouraged to start their own compost.

- The construction of an anaerobic digestion plant will be finished in 2018.
- In 2019, once the anaerobic digestion plant has risen, the collection of biological waste will commence.

Measures for Climate Change Adaptation:

- Major risk factors, including areas prone to flooding, will be introduced into the district plan and a plan formed for necessary counter measures.
- Introduce blue-green solutions and prepare for the use of nature based solutions and technical solutions in flood prevention.

Measurements:

- Total of greenhouse gases released within Reykjavik city limits.
- Total of carbon sequestration within city limits

City of Reykjavik's goal is that the operations of the city will become carbon-neutral by the year 2040. The action plan will be reviewed in 2020 and every five years after that in accordance with the Paris Agreement of 2015. Results will be measured annually.

Operational actions until 2020:

- A green emphasis will be not optional but mandated in all of the city's operations. All of City of Reykjavik's businesses and departments will take part in the city's Green Steps project no later than the end of 2016.
- By 2025 a 100% of City of Reykjavik's vehicles will be powered by energies free of greenhouse gas emissions.
- A process will be implemented to support carbon-neutral purchasing.
- The documenting of travel allowances will be amended in such a way as to include the registration of airplane emissions.
- A new project will be introduced as a subsidiary of Green Steps making instructions on how workplaces can become carbon-neutral and/or reduce their waste production.
- A specific climate policy will be put into action for primary schools and kindergartens that includes children and teens actively participating in operations, calculations and follow ups.
- The way Reykjavik's employees commutes to and from work will be researched through an annual commute survey, in the first time in 2017.
- Before 2018 all full-time employees of City of Reykjavik will have the chance of signing a transport contract and receiving payment for commuting to work using eco-friendly and cost-efficient means of transport.
- From 2017 and onwards Green Accounting will document and calculate the use of fossil fuels and the release of greenhouse gases as well as energy use and waste production in the running of Reykjavik City, with the results being published annually on the Green Steps website.

Measurements:

- Total release of greenhouse gases due to the use of fossil fuel and due to car travel, as documented by mileage journals.
- Total release of greenhouse gases due to employees' work related air travel.
- Total release of greenhouse gases due to employees' commute to workplace.
- Quantity of waste produced by the operations of City of Reykjavik.
- Carbon sequestration due to forestry within city limits.



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